

23rd October 1964] [Sri M. Bhaktavatsalam]

of the bolts were slipped in between the tongue rail and the running rail. The train left after a detention of 81 minutes arriving at Madras-Egmore at 06-55 hours. A case was registered in Egmore Railway Police Station under section 126 of the Indian Railways Act.

The case was investigated by Inspector, Railway Police, Egmore and Deputy Superintendent, Railway Police, Madras, with the help of Police dogs and R.P.F. dogs. The dogs touched the buts of a vendor of groundnuts and a vegetable seller, about two to three furlongs south-west of the scene, but enquiries about them did not bring out any clue. Finger-prints could not be developed on the affected parts.

Again on 20th October 1964, at 04-55 hours, light engine, on its way from Arkonam to Pattabiram, got derailed between KM 35/5 and 35/7, about two furlongs west of Shevapet railway station. The engine stopped after derailing. Investigation disclosed that all the four bolts of the heel block had been taken off and the fish plates removed. The rail was levered inwards to a distance of about 2½ inches. The fish plate was lying on a sleeper adjoining the heel block. Two bolts and the washers and some small pieces of black stone resembling iron ore were scattered outside. The engine wheel which hit the rail which had been levered inwards had slipped in between the tongue and the long rails and ploughed through to a stop, all the other wheels on the right had rail following suit. Enquiries revealed that this interference should have happened between 04-30 hours and 04-55 hours. A case in Arkonam R.P. Crime No. 420 of 1964 under section 126, Indian Railways Act was registered in this connection.

The case was investigated by Inspector, Railway Police, Madras Central and Deputy Superintendent, Railway Police, Madras, with the help of the R.P.F. dogs, but no clues have been obtained so far.

The two incidents dislocated the train services to some extent on the two days. Intensive track patrols have been introduced by the Railway authorities assisted by the Railway Police and the R.P.F. as a preventive measure. The Collector of Chingleput has also arranged for the patrolling of the railway line in the affected areas by the local police and the Village Vigilance staff.

These two incidents appear to have a motive behind them, which can be attributed to a particular agency. The possibility of sabotage cannot be ruled out. The investigation in the above cases is under progress.

III.—PRESENTATION OF THE REPORT OF THE COMMITTEE ON GOVERNMENT ASSURANCES.

SRI A. RAGHAVA REDDI : Sir, I present the Fifth Report (Third Assembly) of the Committee on Government Assurances.